





**OFFICE**—314 Fifth street, between Market and Jefferson, west side.



of being allowed to rise in the engine, and the steam is conducted from the escape pipe by means of a valve to a series of horizontal pipes, through which it returns to the boiler, and the escape pipes are closed and the forcing of the steam. As soon as the steam is in motion the steam begins to rise in the main pipe and the water starts to rise in the first, second, and third-class equally, being connected with each other by India rubber tubing, thus forming a continuous column, and the water is reunited at pleasure. In a trial of an hour on the Lyons line, two thermometers were placed in the first-class and second-class pipes, and the thermometer in the first-class pipe was found to be the warmest during the whole journey; and in the second and third-class cars, also, the temperature was found to be the same. The result of the longest winter's journey being accomplished without discomfort to the passengers.

A certain theory is formed of the cause of quakes; but the most general and reasonable theory is that steam and the force of water by water and metallic oxides.

PLATE NEWS

# RIVER NEWS.

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## PORT OF LOUISVILLE.

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### ARRIVALS YESTERDAY.

W. Bell, Cin.	Norman, Cin.
and Chist, Cin.	Mullis McPhee, Madison.
Waber, Madison.	Paletine, Hend.

### DEPARTURES YESTERDAY.

W. Bell, Cin.	Norman, Cin.
and Hend.	

river continues to recede slowly, with thirty water in the canal by the morning. The weather at and hot yesterday; thermometer 74 at 2 P. M.

Sam B. Young discontinued his daily trips between Madison and Louisville, as the duty here, growing, and will run as heretofore, three times from here to Madison.

Cincinnati, Pa. The steamer Anderson is the mail-boat from Cincinnati to Paducah, leaving at 12 M.

Henderson, — J. T. McCombs is the mail-boat from Henderson to Louisville, leaving this morning from the Portland wharf.

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## COMMERCIAL.

[illegible]

1906—Firm and unchanged. We quote Western  
 at 150; Hamburg at 104½.  
 VAN YANKE—Unchanged. We quote sales of No.  
 35, No. 600 at 90c; and No. 700 at 87c.  
 —Unchanged. Holders are firm at 50¢ bushel  
 carload.  
 —Sales to day at 81½ ¢ extra.  
 —Unchanged. We quote  
 @ 100. Sale of 60 bushels single X at 85 ¢; 70 bush  
 at 87 ¢.  
 1907—Sales at 70¢.  
 CEREALS—Cott and unchanged at 92¢/bu.  
 @ dull; New Orleans at from 240/470  
 @ 100; 100 bushels at 11 ¢ 10/11 1/2.  
 1908—Unchanged. 81 ¢ 10/11 1/2.  
 1909—We quote at 92¢/bu. 100. Fines are  
 100 bushels at 11 ¢ 10/11 1/2.  
 1910—Unchanged. 82 ¢ was offered for 600 bushels prime  
 wheat for sale at the Merchants' Exchange.  
 1911—Is in good demand at 11 ¢ 10/11 1/2 for export,  
 and 12 ¢ for shell.  
 1912—Remain unchanged. We quote at 92¢/bu.  
 —Unchanged at 89¢/bu. 100. Sales from store

and Short—Unchanged. We quote bar-lead at \$40.62 1/2.

Bar-silver—Unchanged. We quote bar at \$153 3/4; coins at \$45 7/8 ton. No shorts or shipment in the lot.

Copper—Unchanged, and prices are very quiet. Lard off at 11 1/2; tallow at 60c; coal oil at 55c/32, barrel of stilly, brought at 65c; gallon.

Flour—Sales at 1000 barrels at \$4 50 per barrel. Various—Unchanged at 7c.

Wines—Sales of 20,000 lbs clear brand sides at 10c per report. No change in Exchange.

Wool—Unchanged. The market is very active, with a 7c/50c.

Wheat—One clover sold at 21c. Timothy at 25c; bluegrass at 17 1/2; hemp at 23 1/2; red-top at buckwheat at 23 50, and flaxseed at 22 c 25 1/2. Mustard seed at 30c 3/8.

Grain—No change. The market may better than there were. Sales of 27 bids as follows:

100 @ 10 1/2 75, 20 @ 11 3/4 15, 14 @ 12 1/2 75, 17 @ 13 1/2 75, 10 @ 14 1/2 75, 10 @ 15 1/2 75, 10 @ 16 1/2 75, 10 @ 17 1/2 75, 9 @ 18 1/2 75, 5 @ 19 1/2 75, 5 @ 20 1/2 75, 11 @ 21 1/2 75, 12 @ 22 1/2 75, 2 @ 23 1/2 75, 10 @ 24 1/2 75, 10 @ 25 1/2 75, 14 @ 26 1/2 75, 14 @ 27 1/2 75, 9 @ 28 1/2 75, 2 @ 29 1/2 75, 14 @ 30 1/2 75.

[illegible]

transferring 30 to 25, declining 10 to 21, and closing at 21 1/2.

Government stocks active and firm. United States bonds, including the new 4 1/2 per cent, 100 to 101, and the new 4 1/4 per cent, 99 to 100, were better. United States 6 1/2 to 20 coupon 108 1/2, and 7 1/2 coupon 107 1/2.

STEAMBOATS.

Owensboro, Evansville, and Henderson  
McCURDY, Capt. J. R. HUNT, Master, J. H. B. Will leave as above on this day, July 10, at 10 o'clock A. M. Freight or passengers apply on board or to CHOPPER, PATTON, & CO., Agents.

For Cairo and Way Landings.  
ONIA, Capt. HENRY LILLA, Master, J. H. B. Will leave for this city on this day, July 10, at 10 o'clock A. M. Freight or passengers apply on board or to CHOPPER, PATTON, & CO., Agents.

For Cincinnati.  
WYALTON, Capt. J. H. GRACE, Master, J. H. B. Will leave as above on this day, July 10, at 10 o'clock A. M. Freight or passengers apply on board or to CHOPPER, PATTON, & CO., Agents.

MAIL PAQUEET—U. S. MAIL MORNING LINE  
Sailing at Cincinnati with Early Steamer Aerial

new. The magnificent passenger steamer  
"GEN. DUBILL," with a fine cabin  
and first-class service, will leave  
daily at 12 o'clock M.  
Relief will be supplied on board or be  
sent by express to the wharf.  
Mon at the Wharfedale, and  
1863. 1864  
JISVILLE and HENDERSON  
U. S. MAILBOATS.  
Owensboro, Evansville, and Henderson,  
connecting at Evansville with the  
"MO. & N. W. RAILROAD" PACIFIC  
new and light-draft steamers BIG GALE,  
"GEN. DUBILL," "GEN. JACKSON,"  
Friday, and Saturday at 2 P. M.

**NOTICE**  
Freight and passengers for the Portland  
before 5 o'clock P. M. as the boats will not be  
able to leave at that hour. Freight and pas-  
sengers for the Port of Portland, must be left with  
the boats before 5 o'clock P. M. as the boats will not be  
able to leave at that hour.

J. H. MUNN, Sup<sup>t</sup>  
of the Port of Portland.

**W. WALTER**  
ately of Thos. H. Larkin & Co., Saint Louis),  
**COMMISSION AND SHIPPING**  
**MERCHANT.**  
32 Broadway, New York,  
will make LIBERAL ADVANCES ON COM-  
MODITIES SHIPPED TO OR FROM  
London, Liverpool, Amsterdam, Rotterdam, Ant-  
werp, Bremen, Hamburg, Havre, London, San Francisco.  
Sole Agent for the sale of **WIDOW, & SON, Bremen**, who will give  
good securities for value of **TOLUAC & CEMENT**.  
**DYSLITE HYDRAULIC CEMENT**  
**McHARRY,**  
Successor to the original manufacturers, J. Holmes & Co.  
MANUFACTURERS AND WHOLESALE DEALERS.  
FIC—No. 143 Wall street, Louisville  
KENTUCKY.  
It is this the only genuine Louisville McHARRY  
HYDRAULIC CEMENT and the ONLY TRADITIONAL  
"PATENTED." It didn't  
change Commercial and St. Louis Corporation  
MADE IN FRANCE

one bottle warranted a permanent cure in every case. Two bottles in LEPROSY, SORO/CLAS-  
TILES; two bottles in LEPROSY, SORO/CLAS-  
TILHUM; and all diseases of the skin. In each  
bottle all are requested to return the empty bottle  
and take back their money. Average 2 bottles re-  
turned, and those were FISTULA. No cures  
re in PILES or HEMORR. sold everywhere. ALE  
must be secured if. For sale in Louisville KY  
J. B. GARY, 241 Market Street. dis d174



